





# INTIMATIONS

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DEALERS IN  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.  
Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL. (2057)

**THE CHINA DIRECTORY**  
AND  
THE HONGKONG DIRECTORY  
AND HONG KONG FOR THE FAR EAST.  
1897.  
The Twenty-Fifth Annual Issue,  
which will be found as hitherto, more full  
and accurate than its predecessors.  
Published by Messrs. Brown, Jones & Co.,  
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**A. S. WATSON & CO., LIMITED.**

**CHEMISTS BY APPOINTMENT.**  
ESTABLISHED A.D. 1841.  
MANUFACTURERS OF AERATED  
WATERS.

Our Aerated Water Factory is fitted  
with the best English Machinery, embodying  
the latest improvements in the trade.  
The Purest Ingredients only are used, and  
the most exact and Chemicals exercised in  
the Manufacture throughout.  
The Water used is proved by repeated  
Analyses to be Absolutely Pure.  
For COAST PORTS, Waters are packed, and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Freightages and  
Expenses when required in good order.  
Confidential Order Books supplied on ad-  
vancement.

Our Registered Telegraphic Address is  
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And all signed messages addressed thus will  
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The following is a List of Waters always  
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**FUSE AERATED WATER**  
**SODA WATER**  
**LEMONADE**  
**POTASH WATER**  
**SELTZER WATER**  
**LATRIA WATER**  
**SARSAPARILLA WATER**  
**TONIC WATER**  
**GINGER ALE**

No Credit given for Bottles that look dirty  
or green, or that appear to have been used  
for any other purpose than that of containing  
Aerated Waters, as such Bottles are never  
used again by us.

**A. S. WATSON & CO., LIMITED.**  
**THE HONGKONG DISPENSARY.**  
Hongkong, 15th April, 1897.

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news columns  
should be addressed to The Editor.  
Correspondents' names should be given, and  
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All letters for publication should be written on one  
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47, Queen's Road, Hong Kong.

**DEATH.**  
On the 21st July, at No. 12, St. Francis Street,  
Wai Y. N. Kien, only son of J. N. Kien, aged  
10 years, died of brain fever. Deeply  
mourned. The funeral will take place at 5 p.m. to-day at  
the Roman Catholic Cemetery. (1094)

**The Daily Press.**  
HONGKONG, July 22nd, 1897.

STEAMER traffic from Macao to the West  
River ports is at present suspended, owing  
to the payment of duty on goods destined  
for Kowloon, Samshui and the ports  
higher up the River are served from  
Hongkong and Canton, and there is little  
prospect of Macao successfully competing in  
that section of the traffic, but the ports on  
the lower reach of the river, Kowloon and  
Kowloon, are natural commercial  
dependencies of Macao, and as they serve  
very rich districts the prospects of a large  
trade being established appeared bright.  
Unfortunately, however, Kowloon was not  
made an open port, but, like Kowloon, a  
re-landed station, where only duty-paid  
goods can be landed. There is no branch  
of the Foreign Customs at this port for  
the collection of duty, and as Lappa will  
not collect the goods if shipped by  
steamer have to be conveyed first to Samshui  
to pay the duty, and then be brought  
back to Kowloon. The result is that  
Chinese shippers find it more convenient  
to continue to ship by junk and pass their  
goods through the native Customs, and the  
advantages of the opening of the river to  
steam navigation are neutralized on this  
section. The most acceptable remedy for  
this unfortunate state of affairs would be  
to make Kowloon an open port with a  
Customs establishment of its own, at  
which duty could be paid on all goods  
landed there and also on cargo destined for  
Kowloon, a little higher up the river. Failing  
this it will be hoped that arrangements  
may possibly be made by which the duty on  
goods for these points may be passed by the  
Lappa Customs, and under conditions that  
will be convenient both to the shipper and  
the carrier. From a mercantile point of  
view it will be no advantage if the goods  
could be passed before they are placed on  
board the steamer at Macao, but to the  
political and sentimental objections might  
possibly be raised; for the Government and  
community of Macao are naturally sensitive  
with regard to any actual or constructive  
violation of Portuguese jurisdiction as are

to in Hongkong with regard to British  
jurisdiction. The existence of an office  
of the Kowloon Customs in Hongkong  
and of an office of the Lappa Customs  
at Macao has, however, some-  
what clarified the ideas of the public as  
to what really constitutes a violation of  
national jurisdiction, and it is possible that  
under the existing circumstances the Macao  
Government might see no reason to object  
to the examination of cargo within the  
limits of the colony, by voluntary arrange-  
ment on the part of the shippers, any more  
than it objects to the transaction of merely  
clerical business with the Customs within the  
same limits. Such an arrangement would  
not be unprecedented. A traveller from  
Montreal to New York by the night train  
can, if he is so disposed, have his luggage  
examined by an agent of the United States  
Customs service in the railway station at  
Montreal, that is, in Canadian territory, but  
there is no power on the part of the agent  
to compel the passenger to submit to the  
search, and if the passenger has any qualms  
on the subject of territorial jurisdiction he  
can wait until the train reaches United  
States territory and then be searched from  
the sleep to open his boxes in the middle of  
the night. Passengers naturally prefer that the  
examination should take place before start-  
ing, which is an arrangement made entirely  
for their convenience and not at all with  
any aggressive ideas on the part of the  
United States. We see no reason why a  
similar arrangement might not be made  
between any two countries with reference to  
the examination of merchandise, if it were  
a matter of mutual convenience. Supposing  
such an arrangement to be made between  
Macao and the Chinese Customs, the latter  
would have no authority to interfere with  
any merchandise except such as was  
voluntarily submitted to them for  
examination, and shippers would, if  
they preferred it, have the right to  
have their goods examined at Lappa  
instead. Such an arrangement could only  
be satisfactorily worked as long as there was  
mutual confidence between the Authorities  
concerned, but while the control of the  
Chinese Customs remains on its present  
basis there is no reason why there should  
be any lack of confidence. As already  
remarked, a much more satisfactory ar-  
rangement, as being altogether free from the  
danger of future complications, would be  
to make Kowloon an open port with its  
own Customs establishment, but whether  
the Chinese would now assent to that is  
doubtful. Something, however, must be  
done, or Macao will lose all the advantage  
she expected to derive from the opening  
of the West River, and the expansion of  
trade that was expected to take place in  
foreign goods, so far as the lower reach  
of the river is concerned, not be realized.

The E. & A. steamer *Arctic*, from Sydney,  
arrived at Port Darwin, on the 20th instant, for  
Timor and Hongkong.  
The N. G. I. steamer *Rigault* left Singapore  
for this port yesterday morning, and is due  
here on or about the 27th inst.  
Swarms of locusts are reported to have been  
seen below Hankow, on the north bank of the  
Yangtze, devouring all vegetation in their  
course.  
The N. Y. K. steamer *Hiroshima Maru*, from  
Bombay and ports, left Singapore for this port  
on 20th inst. and is expected to arrive here on  
the 26th inst.  
The arrival was continued yesterday  
before the Police Judge and after all the evidence  
for the prosecution had been heard the Court  
adjourned until this morning.  
Under date of the 17th July Mr. Hugo Freund-  
lich writes to the Shanghai Press as follows:  
As the representative for the Hotel Japonais  
Syndicate, I beg to inform you that this morn-  
ing the notice in the North-China Daily News  
regarding the sale of H. H. Sheng's Cotton Mills  
to the Syndicate, is totally unfounded.

An old Eastern resident in the person of Mr.  
Herbert J. Jurgens passed away on Monday,  
11th inst. at Hongkong in 1858. He was  
born a fortune and was born in 1858. He  
lived in Hongkong for some time, then  
went to Japan, and finally settled in  
Shanghai. He was a passenger who came  
to Hongkong in the steamer *Arctic*.  
The steamer *Arctic* returned in, at least  
four or five will arrive, and three of them are at  
present in Shanghai.

As bearing upon the attack made by a Hong-  
kong Committee of shipping experts upon the  
effectiveness of medical inspection the following  
extract from an article in the *Hongkong Press* upon  
the subject of the *Arctic* is of interest. It  
states that the *Arctic* arrived at Vancouver  
on the 10th inst. and on the 11th inst. it  
was visited by a sanitary board, and as a  
consequence of the visit business and as  
immediate consequences of the Vienna Con-  
vention, it may be mentioned that a transport  
from India, carrying 1,300 men, women, and  
children, reached Southampton a month ago,  
having had on board a case of plague which  
was isolated before it arrived at the port.  
The ship was examined, and found to be  
free from the disease, and was allowed to  
proceed on its voyage. The sanitary board  
was of opinion that the ship was not a  
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necessary to isolate the case, as it was not  
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# NOTICE TO CONSIGNEES

## COMPAGNIE DES MESSAGERIES MARITIMES

### NOTICE

CONSIGNEES of cargo from London, or from other ports, are hereby notified that their goods are being landed at their risk into the hold of the ship, and that the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee. The cargo must be landed at the risk of the consignee, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee. The cargo must be landed at the risk of the consignee, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Hongkong, 17th July, 1897.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the cargo is being discharged into the hold of the ship, and that the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Goods delivered after the 24th inst. will be subject to rent. All damaged goods must be taken to the Customs, where they will be examined at 11 A.M. on the 27th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th July, 1897.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"TRENTE"

Captain Schuler, having arrived from the above ports, Consignees of cargo are hereby notified that their goods are being landed at their risk into the hold of the ship, and that the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any cargo impeding her discharge will be landed at the risk of the consignee, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

No claims will be admitted after the goods have been landed, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

All damaged goods, and damaged goods, are to be left in the hold, where they will be examined at 11 A.M. on the 27th inst.

No fire insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 19th July, 1897.

FROM MIDDLESBORO, LONDON, BOMBAY, AND STRAITS.

THE Steamship

"GLENGLADE"

having arrived from the above ports, Consignees of cargo are hereby notified that their goods are being landed at their risk into the hold of the ship, and that the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No fire insurance has been effected.

SIEMSEN & CO., Agents.

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# VESSELS ON THE BERTH

## CHINA NAVIGATION COMPANY, LIMITED.

### FOR PORT DARWIN, QUEENSLAND, PORTS, SYDNEY, LAUNCESTON, AND MELBOURNE.

#### THE Company's Steamship

##### "CHANGSHA"

Captain Williams, will be despatched TO-DAY, the 22nd inst., at 4 P.M.

The attention of Consignees is directed to the fact that the cargo must be landed at the risk of the consignee, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

A duly qualified Surgeon is carried on board, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

Vessel is fitted throughout with Electric Light, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

N.B.—Batarea Tickets issued by this Company, are valid for passage to and from the above ports, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1897.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU"

Captain J. Jones, will be despatched for the above ports, on the 22nd inst., at 4 P.M.

A duly qualified Surgeon is carried on board, and the Company is not responsible for any loss or damage to the goods, unless the same are insured by the consignee.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1897.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI & VLADIVOSTOK.

(Through Cargo and Passengers through routes for Changhai, Hankow, Kinkiang, Chetoo, Tientsin and Newchwang.)

THE Company's Steamship

"CHUNSHANG"

Captain Buller, will be despatched on the 22nd inst., at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 21st July, 1897.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAY AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Cornico (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, July 24, 1897, at Noon.

Gaibio (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, August 1, 1897, at Noon.

Doric (via Amoy, Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu) SATURDAY, August 8, 1897, at Noon.

THE Company's Steamship "COPTIC"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA-YOKOHAMA and HONOLULU, on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, on embarking (or en route) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All PARCELS should be marked to address in full, and must be received at the Company's Office, until 5 P.M. in the day previous to sailing.

Consular Invoices to accompany Cargo despatched to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 22nd July, 1897.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG 1897.

MONMOUTHSHIRE (Saturday) 7th Aug.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched for PORTLAND, OREGON, and VICTORIA, on SATURDAY, the 7th AUGUST, at 4 P.M.

Consular Invoices of Goods for United States Ports should be in possession of the Company's Office, at least 48 hours before sailing.

For further information as to Freight or Passage apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 20th July, 1897.

BBN'S LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENEFICENCE"

Captain Barker, will be despatched on the 22nd inst., at 4 P.M., and will have quick despatch.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1897.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENEFICENCE"

Captain Barker, will be despatched on the 22nd inst., at 4 P.M., and will have quick despatch.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1897.

FOR LONDON VIA SUEZ CANAL.

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Hongkong, 21st July, 1897.

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THE Steamship

"BENEFICENCE"

Captain Barker, will be despatched on the 22nd inst., at 4 P.M., and will have quick despatch.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st July, 1897.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

# VESSELS ADVERTISED AS LOADING

## DESTINATION

### VESSEL'S NAME

#### CLASS & SIZE

##### CAPTAIN

###### FOR FREIGHT APPLY TO

###### TO BE DESPATCHED

On or about 22nd inst.

On or about 24th inst.

On or about 26th inst.

On or about 28th inst.

On or about 30th inst.

On or about 1st inst.

On or about 3rd inst.

On or about 5th inst.

On or about 7th inst.

On or about 9th inst.

On or about 11th inst.

On or about 13th inst.

On or about 15th inst.

On or about 17th inst.

On or about 19th inst.

On or about 21st inst.

On or about 23rd inst.

On or about 25th inst.

On or about 27th inst.

On or about 29th inst.

On or about 31st inst.

On or about 1st inst.

On or about 3rd inst.

On or about 5th inst.

On or about 7th inst.

On or about 9th inst.

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